

SPECIAL CITIES ALLOTMENT

RESOLUTION NO 4

Series 1983

WHEREAS, under the provisions of ORS 366.800 and 366.805, there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 (\$250,000) Dollars, and said sum has been set up in a separate account to be administered by the Oregon Transportation Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Elgin is an incorporated City of the State of Oregon and has a population of less than 5,000 as given by the latest official Federal census; and

WHEREAS, the following streets of said City, 15th from Alder to Division
15th from Baltimore to Dulice Terrace. Also the Community Center
Parking lot.

are not a part or parts of the State Highway System, but are streets under the jurisdiction and control of said City which are "receiving excessive wear through sudden increase in population in the area or heavy and unusual traffic"; and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon Transportation Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said \$250,000 appropriation of state highway revenues which is to be administered and spent by the Transportation Commission.

4. That the City of Elgin does hereby offer to Transportation Commission and does hereby pledge complete cooperation and assistance to the end that said City may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Melvin Wood as the official representative of the City in all negotiations resulting from this request.

Passed and approved this 14th day of June, 19 83.

There is attached hereto and made a part hereof, a City map on which is indicated the street, streets, road, or roads described in this resolution.

* * * * *

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Elgin at a regular or special meeting of said Council, held on the 14th day of June, 19 83, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 14th day of June, 19 83.


City Recorder

Revised: 12/30/80

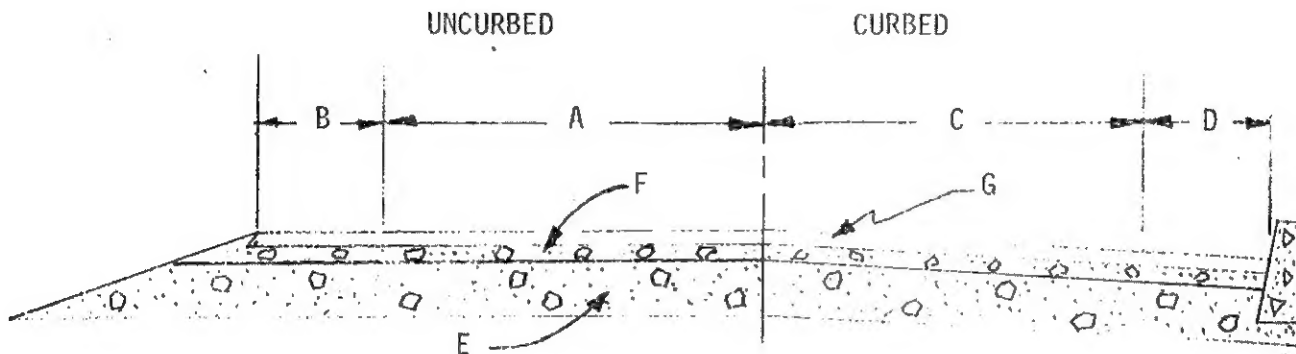
SPECIAL CITY ALLOTMENT (SCA) APPLICATION

CITY OF Elgin Date June 3, 1983
Street Name 15th (From Alder to Division Dulice Terrace)
(Locate project on attached map) See attached sheet.
Project Length 1965 ft. AVERAGE DAILY TRAFFIC Cars 397 Trucks

ROADWAY PROJECT DATA

STREET SECTION:

TYPICAL SECTION



	EXISTING	RECOMMENDED MINIMUM*	PROPOSED
Uncurbed Street: A - width of travel way:	<u>16</u> Feet	12 Feet	<u>20</u> Feet
B - width of shoulders:	<u>0</u> Feet	4 Feet	<u>4</u> Feet
Curbed Section: C - width of travel way:	Feet	12 Feet	Feet
D - width of parking:	Feet	6 Feet	Feet
Base: E - Base Course:	Inch	9 Inch	Inch**
F - Leveling (Optional):	Inch	2 Inch	Inch**
Pavement: G - Type: (Gravel, oil mat, or A.C.)			<u>AC</u>
Depth:	Inch	3 Inch	<u>2</u> Inch

* Flexible; per SCA Agreement

** Not applicable (N/A) if overlay only is desired.

Site for disposal of excess excavated material: none

DRIVEWAYS:

Construct as part of project? No X Yes _____ How Many? _____

Does City Ordinance specify width and number of driveways permitted? No X Yes _____

CONCRETE CURBS:

Construct as part of project _____ Now in place _____

Width between present curbs: _____ Feet

Type of curbs desired? _____

TYPE "A"



TYPE "C"



OTHER

SIDEWALKS:

Construct as part of project. No X Yes _____

<u>Width</u>	<u>Length</u>	<u>Side of Street</u>
_____ Feet	_____ Feet	North _____ East _____
_____ Feet	_____ Feet	South _____ West _____

Is utility strip required? No _____ Yes _____: Width: _____ Feet

Remarks _____

STORM SEWERS:

Construct as part of project _____ Now in place _____ X

Are they adequate for increased flow? No _____ Yes X

Indicate depth of main lines from present surface: 16" Feet

SANITARY SEWERS: (City to adjust if required)

Now in place? No _____ Yes X

Depth of sewers from present surface: 3 Feet

Remarks: _____

Since the Community Center is used every day and for so many different functions besides swimming pool and park by the public we feel that it should be paved. The area is 160 ft by 60 ft wide. There is undoubtedly 300 cars a day in the parking lot.

Daily count - Baltimore to Dulcie on 15th --- 397

Daily count - Alder to Division on 15th ----- 611

GENERAL INFORMATION:

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? No X Yes _____

WATER MAINS: (City to adjust if required)

Now in place? No _____ Yes X How deep from present surface? 3 feet

Remarks _____

FRANCHISED UTILITIES: (City is to arrange for any required adjustment)

Gas lines? No _____ Yes X Company? C.P. National

Electric Poles? No _____ Yes X Company? C.P. National

Telephone Poles? No _____ Yes X Company? C.P. National

Railroad tracks? No X Yes _____ Company? _____

Is crossing presently protected by automatic railroad signals? No _____ Yes _____

FUNDING: Are City funds available to Supplement project? No _____ Yes X

If Yes, estimated amount \$5,000.00.

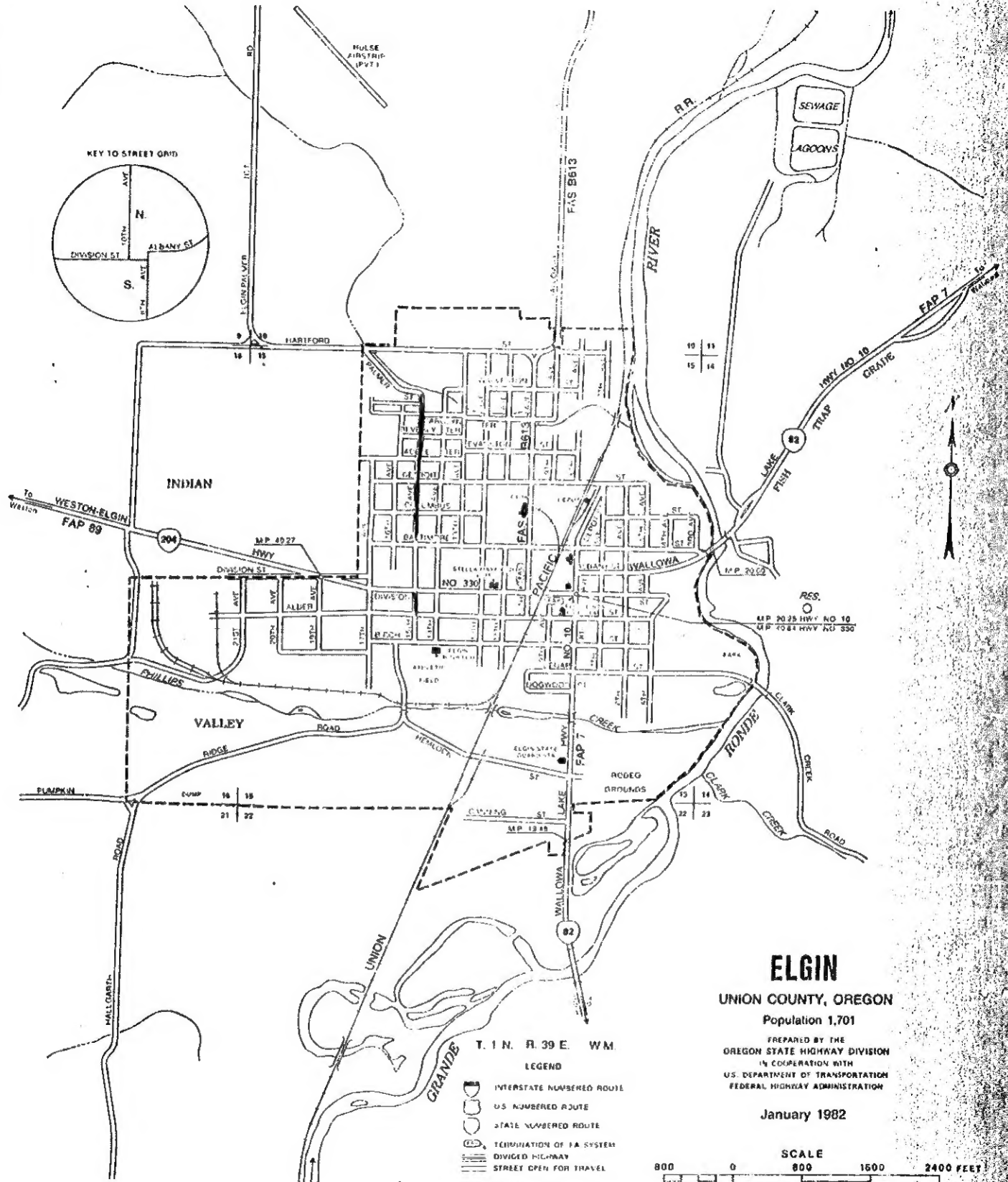
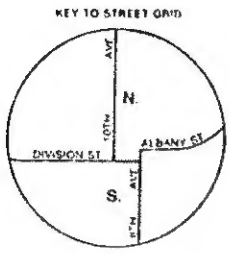
Remarks: _____

General remarks: _____

By Russell Hays
Mayor

By Betty Hulse
City Recorder

By Russell Hays
City Administrator or City Engineer



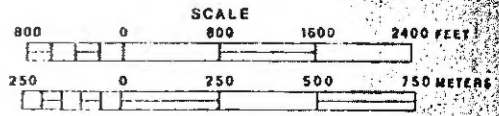
ELGIN

UNION COUNTY, OREGON
Population 1,701

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

January 1982

- T. 1 N. R. 39 E. WM
- LEGEND
- INTERSTATE NUMBERED ROUTE
 - U.S. NUMBERED ROUTE
 - STATE NUMBERED ROUTE
 - TERMINATION OF FA SYSTEM
 - DIVIDED HIGHWAY
 - STREET OPEN FOR TRAVEL
 - POST OFFICE
 - SCHOOL
 - PUBLIC BUILDINGS
 - COURT HOUSE
 - CITY HALL
 - LIBRARY
 - ARMORY
 - CITY LIMITS



Copies of this map are available at nominal cost from
Oregon Dept. of Transportation, Salem, Oregon 97310.

FINAL
9/22/82

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
IN COOPERATION WITH THE
LEAGUE OF OREGON CITIES

SPECIAL CITY ALLOTMENT PROGRAM
GUIDELINES AND WORKING AGREEMENT

I. Purpose

The purpose of this document is to set guidelines and working procedures under which the Special City Allotment (SCA) Program in Oregon will be administered.

II. Policy

It is the policy of the Oregon Department of Transportation, Highway Division, (State) to cooperate with the League of Oregon Cities (LOC) in the adoption of procedures and standards for selecting, developing, financing and constructing SCA Projects in accordance with ORS 366.805.

III. Organization

- A. The Local Programs Unit and the Region Engineers are responsible for administering the SCA Program on behalf of the State.
- B. Cities in Oregon are governed by Councils or Commissions, staffed with an organization capable of administering the selection, development and improvement of their streets under the SCA Program, in cooperation with the State.

IV. Financial Participation & Fund Allocation

- A. The SCA Program, by the authority granted in ORS 366.805, provides for withdrawal from State Highway funds, appropriated for allocation to the several cities in Oregon, the sum of \$250,000 annually. Said sum is to be set up in a separate account to be administered by the Oregon Transportation Commission upon streets not a part of the State Highway System within cities which are receiving excessive wear through sudden increases in population in the area, or heavy and unusual traffic.
 - 1. SCA Funds, allocated to a city, shall not exceed \$25,000 for any one project.

B. State administered projects:

1. State shall receive bids and request city's advance deposit, if required.
2. State shall, upon receipt of city's advance deposit, award contract and supervise construction of said project.
3. Costs incurred by the State for services performed in conjunction with the project shall be charged to the project, unless otherwise mutually agreed upon.
4. State shall, upon receipt of city's approval and after final costs are compiled on the completed project, furnish city with an itemized statement of the project costs and, dependent upon total cost of project, either refund the unused amount of city's advance deposit or request an additional payment for city's share of project.

C. City Administered Projects:

1. State shall, upon approval of project agreement, advance city one-half (50%) of the estimated cost of the project, not to exceed \$12,500.
2. City shall, upon completion of project and acceptance by State, provide State with documentation of all project costs for State's use in preparation of final payment. In no event shall State's maximum participation exceed the total sum of \$25,000.00.
3. City shall, if the project is cancelled by City, repay the full amount of funds advanced by State.
4. City agrees that construction of project must be completed within two years of the date of State approval, unless extension of time is granted.
5. City shall, upon completion of project, certify to State that project has been constructed in substantial conformance with plans and specifications.

V. System Selection & Eligibility

- A. Cities of less than 5,000 population, based on the latest available Federal census, shall be eligible to participate in the program.
- B. City streets, not a part of the county or state road system, receiving excessive wear through sudden increases in population in the area or heavy or unusual traffic.

- C. In order to be eligible, City must have completed all previous SCA projects.
- D. Those streets or portions of streets, upon which SCA funds have been expended, are not eligible for additional SCA funds for a period of ten (10) years following the approval of such funds.

VI. Project Application and Investigation

- A. State shall, in January of each calendar year, submit a letter and necessary data to all eligible cities, advising them of the SCA program.
- B. City shall make application prior to July 1 of each calendar year for the following year's program.
- C. State shall maintain a record of all cities that submit completed resolution and project application forms.
- D. For each application received, State shall conduct on-site project investigation, meeting with appropriate City Officials, if possible, and discuss project and program.

VII. Project Selection

- A. State shall prioritize and recommend the most meritorious projects to the Oregon Transportation Commission (OTC) for approval. Selected projects shall meet the criteria described in ORS 366.805.
- B. State shall inform each applicant of OTC action taken on their requested project.
- C. State and City shall enter into an agreement for each approved SCA project. The agreement will be prepared by the State, and describe the project and assign specific responsibilities.

VIII. Preliminary Engineering

- A. Design Standards. On State administered projects, recommended geometric design standards are as follows:

Street Width

Curbed Section	36 feet
Uncurbed Section	32 feet

Base Design

Base Course	9 inches
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Level Course	Optional, 2-inch
Asphalt Concrete	
Pavement	3 inches

On City Administered projects, City standards will apply, subject to approval by State.

B. Project Plan Development. Preliminary engineering may be performed by the State, applicant, or consultant.

1. On State administered projects, State shall perform all preliminary engineering and design work required to prepare final plans, specifications, and estimates, and advertise the project for bids at sole expense of State, for the first \$40,000 of project costs. On projects exceeding \$40,000, preliminary engineering shall be charged at a pro-rata basis to the project.
2. On City administered projects, the City or its consultant shall prepare all plans, specifications, and estimates in conformance with acceptable standards. The City shall advertise for bids and award the contract, unless otherwise agreed upon.

IX. Right of Way

The acquisition of real property must comply with current Oregon law, namely ORS 281.045 through ORS 281.105.

The City shall assume responsibility for the acquisition of all right of way at its sole expense. City may request the State to perform the right of way acquisition functions, subject to execution of a right of way services agreement.

X. Utilities

The City shall accept all responsibility for adjustment and relocation of all utility installations.

XI. Construction Engineering

- A. On State administered projects, construction engineering services shall be a part of the total project cost.
- B. On City administered projects, construction engineering shall be the responsibility of the City, and may be included in the total project cost, to a maximum of \$25,000.00.

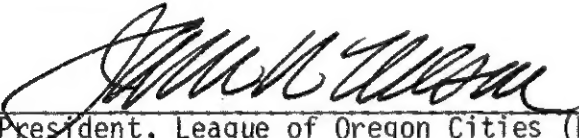
XII. Maintenance

Upon completion of construction, the City shall maintain the project at its sole expense.

XIII. Revisions

This document will be reviewed on a biennial basis, and may be revised at the written request and by mutual consent of the parties hereto.

The Oregon Transportation Commission, by a duly adopted delegation order, authorized its Chairman or Vice Chairman to act in its behalf in approving this agreement. Approval was given for this agreement on Nov. 23, 1982, by CHAIRMAN ANTHONY YTURRI, which approval is on file in the Commission records. The delegation order also authorizes the State Highway Engineer to execute the agreement on behalf of the Commission.



President, League of Oregon Cities (LOC)

STATE OF OREGON, by and through
its Department of Transportation,
Highway Division

ISI E. S. Hunter
for State Highway Engineer

